

Shipping.
FOR MANILA
The Spanish brig
"CONSTITUCION"
will be despatched as above on
Saturday, the 20th instant.
For Freight or Passage, apply to
W. H. LEE & Co.
Hongkong, February 10, 1869. fe20

FOR MANILA
The 41 Spanish brig
"VILLA DE RIVADAVIA,"
CASTILLO, Master, will have
quick despatch as above.
For Freight or Passage, apply to
REMEDIOS & Co.
Hongkong, February 8, 1869. fe21

FOR SAN FRANCISCO
The Am. Ship
"SHIRLEY,"
Captain FERGUSON, will have
quick despatch for the above
Port.
For Freight, apply to
RUSSELL & Co.
Hongkong, January 29, 1869. fe22

FOR FREIGHT OR CHARTER
The British barque
"NEPTUNE,"
R. T. BURKE, Master, of 287
tons Register, carrying capacity
6,500 piculs.
For further particulars, apply to
ROB. S. WALKER & Co.
Hongkong, February 10, 1869. fe23

Notices to Consignees.

FRENCH BARQUE "MASSALIOTE"
FROM SINGAPORE.
CONSIGNEES of cargo by the above
named Vessel are requested to send in
their Bills of Lading to the Undersigned for
counter-signature, and to take immediate
delivery of their Goods.

FREDERIC DEGENAER,
3, d'Agulha Street.
Hongkong, February 12, 1869. fe19

FOR SALE
"SEETED WINE" FROM LONDON.
CONSIGNEES of cargo by the above
named vessel are requested to send in
their Bills of Lading to the Undersigned for
counter-signature, and to take immediate
delivery of their Goods.

Cargo impeding the discharge of the
vessel will be landed and stored at Consignee's
risk and expense.

GEO. F. BOWMAN,
Agent.
Hongkong, February 12, 1869. fe19

FOR SALE
"SEETED WINE" FROM LONDON.
CONSIGNEES of cargo by the above
named vessel are requested to send in
their Bills of Lading to the Undersigned for
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Cargo impeding the discharge of the
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risk and expense.

DOUGLAS LAPRAIK & Co.
Hongkong, February 12, 1869. fe19

FOR SALE
"SEETED WINE" FROM LONDON.
CONSIGNEES of cargo by the above
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their Bills of Lading to the Undersigned for
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vessel will be landed and stored at Consignee's
risk and expense.

DOUGLAS LAPRAIK & Co.
Hongkong, February 12, 1869. fe19

NOTICES OF FIRMS

NOTICE
THE Interest and Responsibility of Mr
WILLIAM NEILSON in our Firm ceased
on the 30th June last.

MR. TOBIAS PIM, MR. WILLIAM NIBBET
OMERED, and MR. H. SEYMORE GEARY are
authorized to sign our Firm in Hongkong
and China from this date.

OLYMPIAN & Co.
Hongkong, October 6, 1868.

NOTICE
MR. WILLIAM JUDSON BLYDENBURGH,
and MR. GEORGE HUELBURGH are admitt-
ed partners in our Firm.

MR. HENRY CUTLER will sign our
Firms for prosecution.

SMITH ARCHER & Co.
Hongkong, October 1, 1868. fe19

NOTICE
THE interest and responsibility of Mr
GEORGE WILHELM SCHWEHMANN and of
MR. RUDOLPH DEINSEY in our firm ceased
on the 31st December 1867, and 31st Dec-
ember 1868 respectively.

MR. FREDERICK MØSEN and Mr. HEIN-
RIK HØFFER have this day been admitted
partners in our firm at Hongkong and in
China, which now consists of Mr. GEORG
THEODOR SIEMSEN, Mr. WOLDEMAR NI-
SSON, Mr. ADOLPH JØRG, Mr. FREDERICK
MØSEN and Mr. HEINRIK HØFFER.

SIEMSEN & Co.
Hongkong, January 1, 1869. fe20

NOTICE
JOHN CARNEGIE, M.D., C.M., M.A.,
ceased to be a partner in the firm of
John Carnegie & Scott at Amoy and
Swatow on the 31st December 1868.

Reference to the above the undersigned
hereby intitiate that they will continue
to carry on the above Medical Co-partner-
ship under the name of JONES, SCOTT &
MÜLLER.

O. M. JONES, F.R.C.S., L.R.C.P.
C. M. SCOTT, L.R.C.A.
AUG. MÜLLER, M.D., M.R.C.S., L.S.A.
Hongkong, February 5, 1869. fe19

NOTICE
I HAVE this day authorized Mr. C.
LANGDON DAVIES to sign my name per
procuration to all orders for goods supplied
to the Hongkong Hotel, and I alone am
liable to pay for goods supplied upon such
orders.

I have further authorized Mr. Davies to
collect all debts due to me on Hotel ac-
count, for which his receipt will be a suffi-
cient discharge.

LEE AFOONG.
Hongkong, December 1, 1868.

NOTICE
I PROM and after this date Mr. GEORGE F.
BOWMAN will act as AGENT of the
Pacific Mail Steamship Company at this
Port.

S. L. PHELPS,
Agent.
Hongkong, August 15, 1869.

Notices of Firms.

NOTICE
I HAVE this day established myself as a
PUBLIC ACCOUNTANT, AVERAGE AD-
JUSTER and GENERAL COMMISSION AGENT.
O. LANGDON DAVIES.
Hongkong, July 1, 1868.

NOTICE
THE Interest and Responsibility of Mr
FREDERICK PEDDER in our Firm
ceases from this date.
H. D. BROWN & Co.
Amoy, December 31, 1868. apr2

M. R. FRANCIS CHOMLEY is a Partner in
our Firm, which from this date will be
conducted under the Name of BROWN
& Co.
H. D. BROWN & Co.
Amoy, January 1, 1869. apr2

NOTICE
I HAVE established myself at this port as
General Commission Merchant, under
the style and Firm of GIFFORD F. PARKER
& Co.

GIFFORD FORBES PARKER.
Saigon, December 20, 1867.

NOTICE
WE have authorized Mr. CLARK to
sign our Firm from this date.
DREYER & Co.
Hongkong, January 1, 1869.

NOTICE
MR. D. O. CLARK retires from our Firm,
and Mr. J. MURRAY FORBES and
Mr. E. D. BABBUR are admitted Partners
from this date.

RUSSELL & Co.
China, January 1, 1869. juv2

NOTICE
FOR SALE.

JUST ARRIVED EX-CRESTED WAVE,
FROM LONDON.

NYE & BURBIDGE'S PALE SHERRIES
in Bottles, 1 dozen each Case.

No. 1, 100
" 2, 100
" 3, 100
" 4, 100
" also.

PORT in Bottles (old, light and silky),
1847, \$12 per dozen.

G. DUBOST & Co.
Hongkong, January 21, 1869. 21fe

FOR SALE.

Ex Large Arrivals.

BEST Hothi Kope, from 2 in. to 10 in.

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MORRIS'S DIRECTORY
for
CHINA, JAPAN
and
THE PHILIPPINES, &c.,
1869.

THE above Work is now PUBLISHED and READY FOR CIRCULATION. Apply to
JOHN B. MORRIS,
Messrs Bowra & Co.,
Queen's Road.
Hongkong, January 13, 1869.

NOTICE.
BOUND COPIES of Vol. 2 of "NOTES
D. AND QUERIES ON CHINA AND JAPAN,"
are now on Sale at the *China Mail* Office.
Price \$6.75 per Volume.

Bound Copies of the FIRST VOL. (reprint)
will shortly be ready.

THE CHINA MAIL.
HONGKONG, THURSDAY, FEB. 18, 1869.

LOCAL.

A CORRESPONDENT writes to the *Melbourne Argus* to say that the arrival of the ship *Queen of the Seas* makes him anxious about a ship called the *Spirit of the Seas*, these ships having sailed from Melbourne on their voyage to Hongkong about the same time. On board of the latter was Mr. Davis who had been for some time a Chinese missionary in Victoria. Perhaps some of our seafaring or mercantile readers may be able to relieve the fears of the correspondent as to the ship in which he is interested.

Mr. BURLINGAME AND HIS PROGRESSIVE CHINESE FRIENDS.

The following memorandum of a conversation between Mr. Burlingame and the members of the Tung-Il Yamen (in Oct. 1867) will say the *N. C. Herald* be read with interest:—

The occasion was the presentation, by order of the Department of State, of a portrait of Washington to Sen-ki-yu, a member of the council, in recognition of an eloquent tribute which he has paid, in a published work, to the character of Washington and the institutions of America. On account of the liberal sentiments expressed in that work he was dismissed from office in the former reign, and retiring from the high post of provincial governor, spent nearly eighteen years in comparative obscurity. Recalled to the public service and made a member of the council for foreign affairs, he has lately received the additional honor of being appointed to the presidency of a new college which has been established by imperial order for the express object of cultivating the languages and sciences of the west—a sufficient proof that the liberal views of which he has been such a distinguished advocate are regarded with favor by the more enlightened policy of the present administration.

The presentation of the portrait was accompanied by a complimentary address from Mr. Burlingame, a written translation of which was placed in the hands of the old minister. After the reading of the address a conversation took place, an outline of which is here furnished from memory.

Mr. Burlingame. The presentation of this picture indicated a commerce of thought. We have borrowed many useful ideas from you. Some of our arts were originally derived from China, and, perhaps, we may have some things to offer in exchange, industrial arts, physical sciences, and religious truth.

Weng-siang. Our maxims is, in everything to inquire for the best method and to adopt it for our own, no matter where it may originate.

Mr. Burlingame. The institutions of our country present many points of resemblance to your own; e.g., the elective principle which prevails with us is quite analogous to your practice of admitting all honest citizens to the privilege of a fair competition for the honors and emoluments of office.

Weng-siang. With you that excellent system descends from Washington, who refused to transmit to his successors a legacy of hereditary power, but preferred to leave it in the hands of the people.

Mr. Burlingame. Like your ancient sovereigns, Washington honored agriculture by himself holding the plough, and, like them, he inculcated the doctrine that rulers should employ moral influence in preference to physical force.

Tan. Nothing is more desirable than that nations should conform, in their practice, to a principle which is at once so just and so humane.

Tan. That is the surest way to conciliate the love and respect of other nations, for our sacred books lay down the principle that "those who respect others will be respected, and those who love others will be loved."

Mr. Burlingame. Washington cautioned his countrymen against unjust encroachments on other nations, or violent interferences with their policy. In conformity with his teachings we systematically abstain from foreign wars.

Weng-siang. Is all interference so far out of the question that you cannot even lend a helping hand to your friends when they are in need?

Mr. Burlingame. We can and do afford them our moral support, as we have recently done in the case of Mexico, relieving the people of that country from the yoke of a foreign oppressor and leaving them free to choose their own rulers.

To this the Chinese minister all replied by expressing their gratification at the manner in which we had enforced a policy of non-intervention, and Tung went on to remain Mr. Burlingame that America has formally accepted the position of a mediator in the difficulties of China.

Mr. Burlingame. Not only shall we ever be ready to give you our countenance and support in cases where you suffer wrong, but other great powers will do so likewise if you frankly lay your grievances before their representatives, and through them before the eyes of the world. Instances are not wanting to show how promptly you may obtain redress by this method (alluding to the recall of a Charge d'affaires by France, last year, who had insulted and bullied the Chinese government in the matter of Coive). Our government, instead of adopting a violent course in connection with that unhappy affair, has shown confidence in the justice and good will of China, that I am illustrated to say that we shall solicit your

good offices in re-establishing friendly relations with the Chinese.

This was received with evident satisfaction but elicited no remark from the cautious mandarin; and Mr. Burlingame proceeded to inform them that our Senate has also instructed him to exert all his influence for the suppression of the traffic in coolies.

Tung. The Spanish minister, on the contrary, is urging us to alter our existing regulations, and remove all restrictions which lie in the way of that traffic.

Mr. Burlingame. Against Mr. De Ma. I have nothing to say; but the whole coolie system is vicious. The most objectionable point, and that which allies it most closely with the slave-trade, is being the fact that men make a contract in one country, by which their bodies are placed at the disposal of persons in another country, where no protection can be extended by the authorities of their native land.

Tung. When the Spanish minister objected that a term of five years is too short, and wished to stipulate for an extension of the time, we replied that we could listen to no proposals on that subject; but it rests wholly with ourselves to regulate the emigration of our own people, and that he should consider whether, if we wished to hire Spanish subjects for laborers, Spain would feel pleased to have our own emigration laws set aside and new ones dictated by us.

Mr. Burlingame. The best substitute for such a traffic is the encouragement of free emigration, such as that which is flowing towards the shores of America. The Chinese who go there are at liberty to reside permanently, and enjoy the rights of citizenship. But, in fact, most of them return to their fatherland, not a few laden with the gold of California. Every steamer of the new line carries out several hundred, and brings back nearly as many.

Tung. spoke of it as an interesting fact that the new work places America on the east, and they all express interest in learning that the Pacific line is already a commercial success.

Mr. Burlingame. The success of that line, by throwing commerce into a new channel, promises to remedy another evil.

At present you take opium in payment for your tea and silk, but the species comes in from California, the amount of the drug imported from abroad will be reduced.

Tan. Anything would be desirable that might check the trade in opium.

A remark in reference to the new college here led Mr. Burlingame to speak of Mr. Hart, Inspector General of maritime customs, who has taken a leading part in its organization. He warned the mandarin not to allow their confidence in Mr. Hart to be shaken by the misrepresentations of interested parties.

Weng-siang. Such parties are actuated by malice and envy; the rats are of course not over-friendly to the cat; but we are not inclined to listen to the rats.

Mr. Burlingame. Though Mr. Hart is not a countryman of mine, I assure you that he is thoroughly honest, and a man of rare ability—one whom it would be difficult, if not impossible, for you to replace.

Weng-siang. Mr. Hart was originally recommended by your excellency, and if we were removed we should look to you to nominate a successor. But we know the value of Mr. Hart too thoroughly to think of superseding him. Fidelity always makes enemies.

A LOCOMOTIVE DUEL.

(From the City of Mexico *Trait d'Union*.)

The scene takes place in Tennessee. Two contractors of public works, Mr. Clark, an Englishman, and Mr. Wood, an American, had crossed each other in a question of interest, that resulted in a furious rivalry. Twice the antagonist had met upon the ground, or, more properly speaking, once upon the ground and once in the wood, for the second duel was with rifles—a man hunt—a reciprocal hunt of the game and the hunter.

The first time it was Mr. Clark who got wounded. He got well. The second time it was Mr. Wood, his rival, having feigned being struck by the ball, lay as dead; Mr. Wood approached to see if he had killed his adversary, or if he had only wounded him. At that moment Mr. Clark sprang up and fired. Mr. Wood fell, bathed in his own blood, but the ball had made the circuit of his ribs. He remained one month in bed; after which he got up, more anxious than ever to renew the struggle.

After several propositions, some more frightened than the others, the following was agreed upon:

The duel to be deferred for six months, during which time rails were to be laid on a vacant piece of ground extending along the edge of a forest, over a space of about a mile, but only one track. The rails being laid, the fight was to be with locomotives.

Here are the conditions of this terrible duel: The two opponents, each mounted on his locomotive, headed to suit himself, to place himself, out at each end of the line.

A rifle-shot to be fired from the top of a small hill that could be seen at both ends; it might be possible that the report would not be heard, but the small cloud of smoke could be seen. The first shot to be the signal for the combatants to make ready. A second rifle shot, a second cloud of smoke, would be the signal for the march.

The two combatants are at their posts, behind the locomotives, their hands on the throttle valves, their eyes fixed on the hill, where the signal is to appear. The first shot is fired. A thin, white smoke rises in the air. Five minutes pass—five centuries. A second cloud of smoke crowns the hillock. The two locomotives commence to shake; their motion, a little slow at first, acquires in a few seconds, an extraordinary speed, electrical, veridigous.

The movement of Mr. Wood appears more rapid than that of his antagonist. Effectively, he has passed the post that indicates the half of the way. But some fifteen yards further on the two monsters meet; they strike; the shock is terrific. The locomotive of Mr. Wood is thrown over on its conductor, whom it crushes, burns, drags and hobbles. The other, that of Mr. Clark, bursted in front, lets escape a cloud of steam, and still runs for a few yards, moved by the force of impulsion. But the conductor has disappeared. The shock has thrown him ten steps from the road, on the edge of the wood, where he was found in pieces, bruised, his face burned by a jet of steam, and a leg broken. The doctor pronounced his wounds not mortal, and that Clark would get over it.

As to his adversary, a shapeless and unknown mass was withdrawn from under the locomotive, a bloody clot of hideous remains. Honor was satisfied.

"Any organized yacht club of any foreign country shall always be entitled, through any one or more of its members, to claim the right of sailing a match for this cup, or any yacht or other vessel of not less than 30 nor more than 300 tons, measured by a short head, the others being all well up to the finish. The *Hermit* and *Panic* got away first, but *Coupe de Grâce* soon took front place, and at the Vilage was a length

YACHTING.
(From the *New York Herald* of Dec. 10.)
THE CHALLENGE OF THE ENGLISH
"CAMBRIA" ACCEPTED.

The challenge of Mr. James Ashbury, of the English yacht Cambria, to the New York Yacht Club, proposing a race for the possessionhip of the Queen's Cup, won by the America in 1851, will lead to an interesting epoch in the history of yachting. The contest will be an international one between England and the United States, as the Cambria comes to wrest from our yachting the prize which they have so long retained without dispute. It will be, in fact, the return match of a great game at yachting between the two countries.

Longing to the contingency of a victory on the part of the Cambria, her success would leave them at quite, so that the question of superiority and the possession of the cup would have to be settled by a grand home-and-home match race, rivaling in interest anything that has as yet transpired in yachting, and arresting the attention of the whole maritime world. The Sappho is naturally anxious again to spread sails with her English adversary, especially as her failure in the Royal Regatta was the result of an accident.

The Phantom has also entered the lists, and doubtless their example will be extensively imitated throughout the squadron. The Queen's Cup, under the terms of its donation to the New York Yacht Club, is open to be won by any regular club of any nation. The race might, therefore, be made wholly international by inviting the yachting of France and all who choose to come to compete for it. This would afford a fine opportunity of testing the yachting powers of the various maritime countries.

The challenge of Mr. Ashbury to be accepted by his fellow-members of the New York Yacht Club, proposes a subsequent race between his vessel and the Cambria on an ocean course of not less than 3,000 miles. The following correspondence has transpired on the subject of both challenges:—

"NEW YORK, Dec. 7, 1868.

"Dear Sir.—You have undoubtedly before this date received a communication from the secretary of the New York Yacht Club acknowledging the receipt of your letter of the 3rd of October, and informing you of the conditions under which alone the cup won by the schooner yacht America in August, 1851, was placed by its owners in charge of this association. A letter from Mr. James G. Bennett, jun., of the schooner yacht Dauntless, suggested by your gallant proposition, has probably also reached you.

"In congratulating you most heartily on the success of the Cambria in your race with the Sappho I take the opportunity of assuring you that should you visit our shores in the fall of 1869 all the privileges of the New York Yacht Club will be cordially placed at your disposal, as well as every hospitality by its members calculated to render your stay agreeable. I shall be prepared to test the sailing qualities of my own vessel, the Phantom, against the Cambria for any race that may be arranged between the two yachts.

"Henry G. Stevens, Commodore New York Yacht Club.

"To Mr. Ashbury, schooner yacht Cambria, Brighton.

"NEW YORK, Dec. 6, 1868.

"My dear Sir.—The commodore of the New York Yacht Club, of which I am a member, has informed me of the challenge you have so gallantly extended to our American yachts in your commendable desire to carry back to England the Queen's Cup, which has remained in the United States ever since it was won by the America, 17 years ago. You are good enough to inform me of the conditions under which alone the cup was placed by its owners in charge of this association.

"Henry G. Stevens, Commodore New York Yacht Club.

"To Mr. Ashbury, schooner yacht Cambria, Brighton.

"NEW YORK, July 8, 1857.

"The undersigned, members of the New York Yacht Club, and late owners of the schooner yacht America, beg leave through the medium of this paper to accept the challenge of Mr. James G. Bennett, jun., of the schooner yacht Dauntless, next May, and shall spend four months on your side of the Atlantic.

"Twice the cup has been won by the America, 17 years ago. You are good enough to inform me of the conditions under which the cup was placed by its owners in charge of this association.

"Henry G. Stevens, Commodore New York Yacht Club.

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"Henry G. Stevens, Commodore New York Yacht Club.

"NEW YORK, July 8, 1857.

"The undersigned, members of the New York Yacht Club, and late owners of the schooner yacht America, beg leave through the medium of this paper to accept the challenge of Mr. James G. Bennett, jun., of the schooner yacht Dauntless, next May, and shall spend four months on your side of the Atlantic.

"Twice the cup has been won by the America, 17 years ago. You are good enough to inform me of the conditions under which the cup was placed by its owners in charge of this association.

"Henry G. Stevens, Commodore New York Yacht Club.

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"Henry G. Stevens, Commodore New York Yacht Club.

"NEW YORK, July 8, 1857.

"The undersigned, members of the New York Yacht Club, and late owners of the

Intimations.

NEW HOTEL.

On the 1st of February will be opened a NEW HOTEL, at the above address. It will be conducted upon entire novel principles, by observing which the proprietors, while securing to themselves a sufficient remuneration, will be able to afford the general public Board and Lodging at a rate never before heard of in Hongkong. The situation of the Hotel is first class, and the rooms, which are very commodious, are very comfortably fitted.

Hongkong, January 30, 1869.

THE HONGKONG, CANTON AND MACAO STEAM-BOAT COMPANY, LIMITED.

NOTICE.

On and after the 1st of February next, Rates for Chinese Passengers to or from Canton will be \$1 for lower deck, and \$1.50 for upper deck passage. Full fare will be charged to Naval and Military Officers and half fare to Missionaries on both the Canton and Macao lines.

By order of the Board of Directors,

AUGUSTINE HEARD & CO.,

General Agents.

Hongkong, January 26, 1869.

263

HONGKONG, CANTON & MACAO STEAM-BOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

HONGKONG.

SHIPS' MEDICINE CHESTS

SUPPLIED & RETIRED.

Hongkong, May 1, 1869.

264

HONGKONG HOTEL.

NOTICE.

THIS HOTEL will be conducted under a new arrangement commencing on the 1st of December. The Charges for Board will remain as follows:

"Board, \$45 a month. Tiffin only, \$18 a month. Diners only, \$30 a month. One Breakfast of one Tiffin, 80 cents. One Dinner, \$1.25."

There is an excellent assortment of wines for sale at moderate prices.

The charges for Lodging will be very considerably reduced. Rooms are offered to conveniently lodgers at \$25, \$30, \$35, \$40, \$45 a month.

Occasional visitors are charged \$4 a day for their rooms with or without board.

There is an ample supply of Bathrooms, and Gas is laid on throughout the house.

Hongkong, November 23, 1868.

265

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

RENTS and Accounts COLLECTED with

punctuality and despatch.

And

Draught WARRANTS or Rent IS-

UED and EXECUTED.

Security, if required.

THOS. W. BARRINGTON,

53, Wyndham Street.

Hongkong, February 17, 1868.

266

HOLMOSA COAL DEPOT AT KILUNG

NOTICE.

THE Undersigned hereby inti-

mates that he has this day

received the appointment of SUR-

VEYOR to FRENCH LLOYDS

under date of December 22nd,

1868.

ROB. MCMURDO.

Hongkong, January 9, 1869.

267

SAIL-MAKING.

FAWCETT & CO., having secured the

services of an experienced Sail-Maker,

are prepared to MAKE or REPAIR SAILS

at very reasonable rates.

Hongkong, December 10, 1868.

268

PATERSON & HANDLEY,

Manufacturers of

SHIP & STEAM-BOAT

PLUMBERS.

COPERSMITH & BRASSFOUNDER.

No. 1, Queen's Road East

and Nullah Lane,

Hongkong, October 28, 1868.

269

BELLEVUE HOUSE,

PRIVATE BOARD AND LODGING

ESTABLISHMENT.

Hollywood Road, No. 6, next to the

Hotel d'Europe, lately Mrs. VINTON'S.

CHARLES F. SEABURG.

Hongkong, December 8, 1868.

270

C. L. VOLLMANN,

Private Boarding Establishment.

29, HOLLYWOOD ROAD,

HONGKONG.

Hongkong, January 7, 1869.

271

TRICKEL & CO.

Manufacturers, Sailmakers,

General Storekeepers,

etc.

Commission Agents,

Agents for the Royal's Bank, HONGKONG.

FAWCETT & CO.,

WINE & SPIRIT MERCHANTS,

General Storekeepers,

Commission Agents,

Agents for the Royal's Bank, HONGKONG.

PORTRAITS.

M. J. THOMPSON is prepared to take

PORTRAITS, VIEWS and other

PHOTOGRAPHS.

Rooms, Commercial

Bank Buildings, Queen's Road,

Hongkong, March 11, 1869.

272

Intimations.

NOTICE.

THE Office of the Undersigned has this day been removed to No. 22, corner of STANLEY and POTTINGER STREETS.

GRUN & CO.,
Hongkong, December 17, 1868.

273

JOHN THOMPSON & CO.,

Dispensing & Analytical

Chemists

and Soda Water Manufacturers.

Ships' Medicine Chests supplied

and refitted.

TEETH EXTRACTED.

INTERNATIONAL DISPENSARY.

23, Wellington Street,

Hongkong, May 9, 1868.

274

GEORGE GLASSE,

(Five Years Manager to

KINGSFORD & CO., PICCADILLY

LONDON, and 28, PLACE

VENDOME, PARIS.

ENGLISH AND FOREIGN

CHEMIST

VICTORIA DISPENSARY,

HONGKONG.

SHIPS' MEDICINE CHESTS

SUPPLIED & RETIRED.

Hongkong, May 1, 1869.

275

Houses and Lands.

HOUSE TO LET.

With possession from 1st March.

A desirable residence "BOULDER

LODGE," at present occupied by The

Hon. H. J. BALL, Esq. Good Stables

attached.

Apply to

LANE, CRAWFORD & CO.,

Hongkong, February 8, 1869.

276

TO LET.

HOUSES, commodious in every respect,

in that healthy and desirable locality,

viz., Mosaic Terrace.

Apply to

JOHN GERRARD,

Hongkong, February 3, 1869.

277

CLUB CHAMBERS, D'AGUILAR

STREET.

FEW sets of these desirable CHAM-

BERS are now vacant, and can be had

on reasonable terms. Apply to

DOUGLAS LAMMERT & CO.,

Hongkong, February 5, 1869.

278

TO LET.

THE CORNER HOUSE, No. 18a in Peel

Street, containing five rooms with

Comptore's Room and Godown attached.

Water and Gas laid.

For particulars, apply to

H. PESTONJEE SETNA.

At Messrs P. & A. C. CAMAJE & CO'S

Office, Queen's Road,

Hongkong, January 19, 1869.

279

TO LET.

THE CORNER HOUSE, No. 22, in Gage

Street, containing six rooms with

Comptore's Room and Godown attached.

Water and Gas laid on.

For particulars, apply to

H. PESTONJEE SETNA,

At Messrs P. & A. C. CAMAJE & CO'S

Office, Queen's Road,

Hongkong, December 1, 1868.

280

TO LET.

With immediate possession, the House

and Offices, No. 4, Gough Street,

lately occupied by Messrs A. WILKINSON & CO.

Apply to

GIBL, LIVINGSTON & CO.,

Hongkong, October 14, 1868.

281

TO LET.

THREE spacious GODOWNS suitable

for storing dry goods, also a Fireproof

GODOWN capable of containing 1,000

chests of Opium. Situated in the most central part of Queen's Road. Apply to

J. F. ROSE, Secretary,

Hongkong Hotel Company, Limited.

Hongkong, August 12, 1868.

282

TWO HOUSES TO BE LET.

THE Undersigned put in thorough Repair, situated on the RISE OF THE HILL,

Westward, and an easy distance from the

Queen's Road. Apply to

MR. BARRINGTON,

53, Wyndham



Post-Office Notifications.

MAILS BY THE "CHINA."

The Contract Packet "CHINA" will be dispatched with the usual Mails for Europe, &c., on TUESDAY the 23rd February at 9 A.M., and the Post Office will be open for the reception of Ordinary Letters, Letters for Registration, Newspapers, Books, &c., until 8 P.M. on the 22nd Instant. Letters, &c., may be posted in the night box from 8 P.M. on the 22nd instant until 7 A.M. on the following morning.

All Letters posted between 7 and 8 A.M. on the 23rd instant will be chargeable, in addition to the usual postage, with a Late Fee of 18 cents.

The latest time for posting Letters at this Office is 8 A.M. and for Newspapers, Books, or Patterns 7 A.M. on the 23rd instant.

Further, late letters (but Letters only) addressed to the United Kingdom via Marseilles or to Singapore, may be posted on board the Packet from 8.30 to 8.60 A.M. on payment of a late fee of 48 cents each, in addition to the postage, after which no Letters can be received.

For particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong.

STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Marseilles,
and Southampton;

ALSO,
Bombay, Madras, and Calcutta.
(With liberty to call at Cannanore, on the
voyage from Galle to Bombay.)

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"CHINA" Captain STEWARD, with His
Majesty's Mails, Passengers, Specie, and
Cargo, will leave this for the above places,
on TUESDAY, 23rd February, at 9 A.M.

PARCELS AND CARGO will be received
on board until Noon, and SPECIE until
4 P.M. on the 22nd February.

For particulars regarding Freight and
Passage, apply at the P. & O. S. N. Co.'s
Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES
ARE REQUIRED.

A written declaration of the Contents and
Value of the Packages for the Overland Route
is required by the Egyptian Government, and
must be delivered by the Shippers to the Com-
pany's Agents with the Bills of Lading or
with Parcels; and the Company do not hold
themselves responsible for any detention or
prejudice which may happen from incor-
rectness on such declaration.

Shippers are particularly requested to note
the terms and conditions of the Company's
Black Bills of Lading.

W. MACAULAY, Superintendent,
P. & O. S. N. Co.'s Office,
Hongkong, February 12, 1869.

Sealed Boxes containing the correspondence
of Box Holders will be received at the
window set apart for the purpose, on
the East Side of the building.

All correspondence for places to which pre-
payment is compulsory must be dropped
in Hongkong Postage Stamps.

In insufficiently-stamped Letters addressed to
the United Kingdom will be sent on,
charged with a fine of One Shilling in
addition to the postage.

Letters posted after 7 A.M. on the 23rd
Instant will not be forwarded unless the
Late Fee as well as the postage is
prepaid.

Letters insufficiently stamped or unstamped
addressed to places to which they can-
not be forwarded unpaid, will be opened
and returned to the writers as early as
possible, but no guarantee can be
given that such Letters, if posted after
8 P.M. on the 22nd instant will be re-
turned until after the mail is closed.

Postage Stamps should be placed on the
upper right hand corner of the corre-
spondence, except in cases where they
may be used in payment of "Late Fees,"

when the Stamp or Stamps represent-
ing the late fee should be placed on the
lower left-hand corner.

All transactions in fractional parts of a
Dollar will be conducted in the Coins pres-
cribed by Ordinance 1 of 1864, and
the Proclamation of the 22nd January,
1864, and no other Coins, but those
therein specified will either be received or
given in change as fractional parts
of a Dollar.

Payment for Postage Stamps must be made
in the current Dollars of the Colony or
Bank Notes.

Money Orders on any of the Money Order
Offices in the United Kingdom will be
granted until 5 P.M. on the 22nd Inst.

F. W. MITCHELL,
Postmaster General,
General Post Office, Hongkong,
Hongkong, February 12, 1869.

1. It is hereby notified for general in-
formation that, the Contract between the
Government of Mauritius and the Union
Steam-ship Company, for the Conveyance
of Mails once a Month between Ceylon and
Mauritius, and between Mauritius and
Mauritius, having terminated, the corres-
pondence for Mauritius will be forwarded from
this Office in the Mail for Aden, from
whence it will be sent to its destination by
the French Mail Packets leaving Aden for
Reunion and Mauritius on the 25th of each
Month.

2. No alteration has been made in the
rates of Postage on correspondence ad-
dressed to Mauritius.

3. As the communication with Natal and
the Cape of Good Hope is thus cut off, the
correspondence for those Colonies, unless
marked to be forwarded by Private Ship,
will, in future, be sent in the Mails for
London at the following rates of Postage,
which must be paid in advance, viz. —

Upon Letters sent by way of
Southampton, 46 cents each $\frac{1}{2}$ oz.

When sent by way of
Marseilles, 54 " "

Porto, 4 " "

Newspapers via Marseilles, 6 " "

Book Packets via South-
ampton, 10 " under 4
oz., 20 cents, above 4 oz. and not ex-
ceeding 8 oz., and 20 cents for every
additional 8 oz.

Book Packets via Marseilles, 14 cents
under 4 oz.; 28 cents above for and not
exceeding 8 oz.; and 28 cents for every
additional 8 ounces.

F. W. MITCHELL,
Postmaster General,
General Post Office, Hongkong,
9th September, 1868.

It is hereby notified for general in-
formation that henceforward closed mails for the
United Kingdom will be made up at this
Office and forwarded to London by the United
States Mail Packets via San Francisco.

Correspondence intended to be forwarded
by this route must be addressed via "San
Francisco."

Letters, Newspapers, Books and Patterns,
will be liable to the same rates of postage as
those sent by the British Mail Packets
via Southampton, viz. —

For Letters, 24 cents per half-ounce.
For each Newspaper not exceeding 4
ounces, 4 cents.

For a packet of Books or Patterns, 8 cents
per 4 ounces.

The Postage must in all cases be paid in
advance; correspondence not fully prepaid
will be sent via Suez.

F. W. MITCHELL,
Postmaster General,
General Post Office,
Hongkong, February 1, 1869.

It is hereby notified that, under the pro-
visions of a Treasury Warrant dated the 1st
May last, the Postage on a Letter not
exceeding half-an-ounce in weight posted in
Hongkong or at any of the Posts in
China and Japan addressed to Egypt, or
posted in Egypt addressed to Hongkong or
any of the Posts in China and Japan, and
conveyed in the Mails by British Packet, is
reduced from Twenty-four Cents to Twelve
Cents.

For Letters exceeding half-an-ounce in weight
a further rate of Twelve Cents for each
half ounce is chargeable.

Prepayment of the Postage is compulsory.

F. W. MITCHELL,
Postmaster General,
General Post Office,
Hongkong, July 31, 1868.

It is hereby notified that, under the pro-
visions of a Treasury Warrant dated the 1st
May last, the Postage on a Letter not
exceeding half-an-ounce in weight posted in
Hongkong or at any of the Posts in
China and Japan addressed to Egypt, or
posted in Egypt addressed to Hongkong or
any of the Posts in China and Japan, and
conveyed in the Mails by British Packet, is
reduced from Twenty-four Cents to Twelve
Cents.

For Letters exceeding half-an-ounce in weight
a further rate of Twelve Cents for each
half ounce is chargeable.

Prepayment of the Postage is compulsory.

F. W. MITCHELL,
Postmaster General,
General Post Office,
Hongkong, July 10, 1868.

Docks.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

SHAREHOLDERS are requested to take
notice that the Eight call of Fifty
Dollars on the new Stock of the above
named Company is due on the 1st March
next and will be payable at the office of
the HONGKONG AND SHANGHAI BANKING
CORPORATION, where receipts for the pay-
ment thereof will be granted by the Ma-
nager.

Interest at the rate of Twelve per cent
per annum will be charged after the above
date.

By order of the Board of Directors,
GEORGE N. MINTO,
Secretary,
Hongkong, December 1, 1868.

FOOCHOW GRANITE FLOORED
DOCK.

THE above Dock has been in full working
order for the last four years. Length
300 feet, width bottom 40 feet, depth
of water on the sill, springs, average 17 feet,
neaps 14 feet. The Dock in ordinary Tides
runs dry to the Blocks and is pumped out
by Steam.

For further particulars as to the price of
coppering, &c., &c., &c., apply to
T. D. TUNNISON, Esq., Messrs De Silver
& Co., Hongkong; Messrs BOYD & Co.,
Shanghai; or to the Undersigned.

In connection with the above is the
powerful Twin Screw Tug "WOO-SUNG,"
Vessels requiring the services of this Tug
either from Matsou (where a splendid an-
chorage will be found in the S. W. monsoon)
or from the White Dogs, can obtain
them at moderate rates, on application
to

JOHN G. SKEY,
Manager,
Pagoda Anchorage, River Min.

THE UNION DOCK COMPANY OF
HONGKONG & WHAMPOA, LIMITED.

THE Company respectfully call the at-
tention of Ship Owners, Consignees and
Masters of Vessels, to their Esta-
blishment at Hongkong and Whampoa, for
the DOCKING and REPAIRING of Ves-
sels of all classes.

At Hongkong the Company have the
only Dock in the harbour — a Granite
Dock, solidly built, and of dimensions to
admit Ships of 350 feet in length, and
drawing 22 feet of water.

Attached to it are Shipwrights,
Blacksmiths, Boiler-makers and Machinery
works, and everything necessary for the
Repairs of Sailing Vessels or Steamers.

The Company have also opened a Ship-
yard by the side of the Hongkong Dock,
and are ready to contract for the construction
of Steamers or Sailing Vessels of any
size.

At Whampoa the Company have four
Docks, in which they will take Ships at
reduced rates.

The Steam Tug "LITTLE ORPHAN" can
be engaged to tow Vessels to sea, or
berth them, at reasonable rates.

For particulars, apply to

JOHN INGLIS,
Acting Secretary.

Or to
A. D. MITCHELL,
Manager of Works,
Company's Office, H. Kong Hotel Building,
Hongkong, October 10, 1868.

INSURANCES

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL — TWO MILLIONS STERLING.
THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Coals in Matsou, on Goods on board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.

Proposals for Life Assurance will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premium, forms of pro-
posals or any other information apply to

ARNOLD KARBERG & Co.,
Agents Hongkong & Canton,
Hongkong, January 4, 1867.

NOTICE.

FROM and after this date the following
Rates will be charged for Short Period
Insurances, viz. —

Not exceeding 1 month, $\frac{1}{4}$ of the annual rate.

Above 1 month and

not exceeding 3 months, $\frac{1}{3}$ do.

Above 3 months and

not exceeding 6 months, $\frac{1}{2}$ do.

Above 6 months, the full annual rate.

GIBB, LIVINGSTON & Co.,
Hongkong, August 24, 1864.

INSURANCES

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL — TWO MILLIONS STERLING.
THE Undersigned will be charged for Fire
Insurance, viz. —

Detached and Semi-detached

Dwelling-Houses removed

from the Town, and their

Contents, $\frac{1}{4}$ of the annual rate.

Other Dwelling-Houses used

strictly as such, and their

Contents, $\frac{1}{4}$ of the annual rate.

Godowns, Offices, Shops, &c., $\frac{1}{4}$ of the annual rate.

and their Contents, $\frac{1}{4}$ of the annual rate.

GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance
Company.

Hongkong, March 6, 1865.

NOTICE.

FROM and after this date the following
Rates will be charged for Short Period
Insurances, viz. —

Not exceeding 1 month, $\frac{1}{4}$ of the Annual Rate.

Above 1 month and

not exceeding 3 months, $\frac{1}{3}$ do.

Above 3 months and

not exceeding 6 months, $\frac{1}{2}$ do.

Above 6 months, the full annual rate.

GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance
Company.

Hongkong, April 8, 1868.

NOTICE.

MANCHESTER FIRE INSURANCE
COMPANY.

SHIPPING IN HARBOUR

HONG KONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of Arrivals, Departures and Clearances reported to-day.

C. on Pedder's Wharf.—W.C., from Pedder's Wharf to Gibb's Wharf.—W., Westward of Gibb's Wharf.—E.C., on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
STRAMMERS				1868-69.			
Aden	W. Andrews	Brit. str.	812	January 13	P. & O. S. N. Co		
Calcutta	W. Stead	Brit. str.	810	Feb.	13 P. & O. S. N. Co		
Californian	W. C. Watson	Brit. str.	1831	January 17	Turner & Co		
China	W. C. Steward	Brit. str.	1348	Feb.	17 P. & O. S. N. Co		
Chittagong	W. C. Crompton	Brit. str.	1201	Feb.	14 Birley & Co		
Colombia	W. Pinel	Brit. str.	1044	Feb.	14 A. Heard & Co		
Great Republic	E. Hooper	Brit. str.	1265	Feb.	5 Jardine, Matheson & Co		
Gibraltar	W. C. Caverly	Brit. str.	3881	Feb.	11 Pacific Mail S. S. Co		
Madras	W. C. Rodger	Brit. str.	673	Feb.	11 Gibb, Livingston & Co		
Natal	W. C. Davies	Brit. str.	603	Feb.	13 P. & O. S. N. Co		
Sakhalin	W. C. Wood	Brit. str.	716	Feb.	10 Olyphant & Co		
Sakonwada	W. C. Simos	Brit. str.	625	Feb.	3 Russell & Co		
Titania	W. Jayne	Amer. str.	1602	Feb.	6 A. Heard & Co		
Venus	W. C. Cuning	Amer. str.	677	August	30 A. Heard & Co		
Volcan	W. C. Cuning	N. Ger. str.	493	Feb.	7 E. Schellhas & Co		
Yester	W. C. Ashton	Russ. str.	580	Feb.	13 Douglas Lapraik & Co		
Young Japan	W. C. Morrison	Russ. str.	447	October 19	Landstein & Co		

ARRIVING VESSELS

Adela Carlson	E. Cartleton	Amer. bk.	590	January 30	Arnhold, Karberg & Co		
Agnes & Constantia	W. Lindon	Dut. bk.	466	Feb.	1 Benjamin & Co		
Albatross	E. Onken	N. Ger. bk.	650	Feb.	10 E. Schellhas & Co		
Albatross	W. C. Hamerton	Frit. str.	399	January 20	Birley & Co		
Albatross	K. Perks	Salv. str.	1450	January 16	Captain		
Albatross	E. Petrie	Brit. sch.	304	Feb.	16 John Burd & Co		
Albatross	W. Davey	Brit. bg.	234	Feb.	11 Order		
Albatross	E. Sühr	N. Ger. bg.	183	January 21	Carlowitz & Co		
Baldwin	W. C. Locks	Brit. str.	812	Feb.	10 Douglas Lapraik & Co		
Baldwin	K. Lüders	N. Ger. bk.	441	Feb.	17 Siemens & Co		
Calliope	E. Lavarelo	Salv. str.	1440	Nov.	17 Jardine, Matheson & Co		
Candalaria	W. Lara	Span. str.	407	January 23	Remedios & Co		
Catharina	W. Möhlen	N. Ger. str.	350	January 22	Bourjau, Hubener & Co		
Catherina Jurgenssen	W. C. Petersen	N. Ger. str.	234	January 28	Bourjau, Hubener & Co		
Chanel Queen	E. Lenfestey	Brit. str.	609	January 18	Gilmans & Co		
Charlotte H. Andrews	W. Vandyvord	Brit. str.	355	Feb.	2 Roizario & Co		
Chey	W. C. Spencer	Brit. str.	649	Dec.	26 Borneo Company		
Clipper	W. Hoffmeier	N. Ger. sch.	223	January 30	Melchers & Co		
Comet	W. Schmow	Siam. str.	507	Feb.	22 Chinese		
Condor	K. Hansen	N. Ger. str.	374	Feb.	16 Bourjau, Hubener & Co		
Constance	W. Aborosa	Span. str.	184	January 23	Wahees & Co		
Costa Rica	K. Suliven	Brit. str.	299	Dec.	31 A. G. Hogg & Co		
Dart	W. Stuart	Amer. sch.	80	Dec.	12 A. Heard & Co		
Douglas	W. Morrison	Brit. str.	640	Dec.	25 Boenam & Co		
Eloise	W. Thuren	N. Ger. str.	300	Feb.	5 Melchers & Co		
Ellen Morris	W. Winda	Brit. str.	631	Dec.	20 Olyphant & Co		
F. A. Palmer	W. Sallie	Brit. str.	194	Feb.	14 Order		
Federico	W. McCaslin	Brit. str.	1626	January 3	3 A. Heard & Co		
Gazelle	W. Nicaise	Belg. str.	803	January 6	6 Borneo Company		
Helvetia	W. Green	N. Ger. str.	198	Feb.	9 Carlowitz & Co		
Hongkong	E. Bailey	Amer. str.	1205	Feb.	9 Russell & Co		
Italia	W. Freudenburg	Siam. str.	635	Feb.	14 Chinese		
Japan	K. Hayer	N. Ger. str.	216	Feb.	8 Arnhold, Karberg & Co		
Kim Yang Tye	W. Lange	Siam. lug.	329	January 18	Chinese		
Lahloo	E. Smith	Brit. str.	799	January 26	A. G. Hogg & Co		
Leen Fa	W. Collinson	Brit. str.	286	October 10	Order		
Lima	W. Heinhardt	N. Ger. str.	255	Feb.	9 Carlowitz & Co		
Madagascar	W. Protte	Aust. str.	533	January 18	Melchers & Co		
Madera	W. Steffens	N. Ger. str.	156	January 30	Siemens & Co		
Maggie	E. Bowman	Brit. sch.	222	Nov.	28 Wm. Pustau & Co		
Maria	W. Canellas	Russ. str.	637	Feb.	10 S. E. Burrows & Sons		
Martha	K. Haze	N. Ger. str.	221	Feb.	12 Melchers & Co		
Masallate	W. C. Chauvet	Frit. str.	350	Feb.	10 F. Degenhart		
Masallate	W. Petersen	N. Ger. str.	500	January 19	Wm. Pustau & Co		
Mauritius	W. Oest	N. Ger. str.	380	Feb.	10 Siemens & Co		
Mauritius	W. F. Fearne	Span. str.	456	January 18	Garn Company		
Meteoro	W. Peterson	Siam. str.	395	Feb.	11 Chinese		
Mindoro	E. Allen	Amer. str.	1021	January 21	12 A. Heard & Co		
Morning Star	W. Schott	Siam. str.	570	January 17	Chinese		
National Eagle	E. Nickerson	Amer. str.	1095	Feb.	10 Olyphant & Co		
Nelly	E. Pabtow	Frit. str.	779	Dec.	21 Order		
Neptuno	W. Busnell	Brit. str.	287	Dec.	7 R. S. Walker & Co		
Nuevo Constante	W. Fabie	Span. str.	203	Dec.	16 Remedios & Co		
Ocean	E. Nurynes	Frit. str.	528	Nov.	5 Russell & Co		
Queen of England	W. Hoffmann	Siam. str.	542	January 15	Chinese		
Rebecca	W. Davidson	N. Ger. str.	383	Feb.	9 Order		
Resolute	W. Kuzire	Siam. str.	860	January 23	Chinese		
Robert Rickmers	W. Ebert	N. Ger. str.	422	January 15	Arnhold, Karberg & Co		
Ruby	E. Schawky	Brit. str.	362	Feb.	16 Carlowitz & Co		
San Lorenzo	W. Ledesma	Span. str.	920	Feb.	1 Remedios & Co		
Santa Anna	W. Davito	Span. str.	462	Feb.	10 Remedios & Co		
Sarah Anderson	W. Donough	Brit. str.	589	January 30	Birley & Co		
Sant' Iuliano	E. Hetheron	Brit. str.	934	January 20	12 Douglas Lapraik & Co		
Sea Serpent	K. White	Amer. str.	874	Feb.	16 Russell & Co		
Shirley	E. Watt	Brit. str.	707	January 29	Birley & Co		
Singapore	W. Ferguson	Amer. str.	1049	Dec.	31 Russell & Co		
Sir Henry Bavelock	W. Pickthall	Brit. str.	460	January 18	Wm. Pustau & Co		
Solo	E. Hutchinson	Amer. str.	962	January 20	20 A. Heard & Co		
Sophie Amalia	W. Stoys	Brit. str.	284	January 15	Siemens & Co		
Sophie & Helene	W. Pessolke	N. Ger. str.	300	Feb.	5 Bourjau, Hubener & Co		
Southern Cross	E. Mordue	Brit. str.	592	January 21	Ray & Co		
Spindrift	E. Innes	Brit. str.	900	January 17	17 John Burd & Co		
Stad Oldenzaal	W. Hoogterp	Dut. sch.	241	January 18	Wm. Pustau & Co		
Taeping	E. Dowdy	Brit. str.	767	January 27	Gilmans & Co		
Villa de Rivadavia	W. Castilho	Span. str.	220	January 14	Remedios & Co		
Waverley	W. Forsyth	Brit. str.	215	Feb.	1 Gibb, Livingston & Co		
Windward	K. Barrett	Amer. str.	982	Feb.	8 Olyphant & Co		
Young Greek	W. Beinroth	Brit. str.	424	January 19	Yuen Fat Hong		

WHAMPOA.

Vessel's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
Arthur	Crosby	Amer. str.	250	January 25	Russell & Co		
Cambridge	Desfaujols	Fr. str.	1632	Feb.</td			